

MONTHLY AWARD WINNERS

Aircrew Safety Award of Distinction

After completing a fighter intercept exercise, Doom 98 returned to Barksdale AFB for pattern activity. While on the go from the first instrument approach, the pilots noted a low oil pressure light on the #8 engine, along with a low oil pressure gauge indication. The crew requested direct to the high penetration holding fix to run emergency checklists. The #8 engine was shut down IAW with 1B-52H-1 procedures, and the copilot calculated six-engine landing data (assuming failure of another engine as a worse case). The crew continued to hold while awaiting confirmation of their six-engine performance data with the duty instructor pilot and to receive permission to penetrate from the operations group commander. Upon receiving final approval, the crew executed an uneventful high penetration until lowering the landing gear, at which time the left tip gear did not indicate down. Recycling the landing

Lt Col Anthony Correro, Capt Robert Bender, 1Lt Robert Lamontagne, 1Lt Chris Cain, 1Lt Steve Wilson, 96th Bomb Sqdn., 2nd Bomb Wing, Barksdale AFB, Louisiana

gear still did not correct the problem. The aircraft commander executed a go-around, left the landing gear extended, and entered the visual pattern. Meanwhile, the copilot referenced the landing gear failure to extend checklist, while the navigator team backed him up. The aircraft commander directed the EWO to pull the unaffected gear circuit breakers IAW 1B-52H-1 procedures. The copilot recycled the landing gear handle, and the circuit breakers were reset; but the left tip gear still indicated up. The crew coordinated with the tower to make a low approach to get visual confirmation of the gear position, which resulted in confirmation of the gear-up condition. Remaining in the visual pattern, the crew was finally able to lower the left tip gear using the landing gear emergency switch. The aircraft commander then accomplished an uneventful seven-engine landing. Faced with compound emergencies, the crew of Doom 98 was able to safely recover their aircraft by using good crew resource management procedures. The smooth and timely application of the proper emergency procedures saved lives and a valuable national resource.



Flight Line Safety Award of Distinction

The following incident occurred while A1C Stangle and A1C Dahlke were performing 100-hour engine inspections on A-10A aircraft 80-0282. After completing the servicing and preliminary inspection items, they requested SSgt Gibbs motor and run the engines to complete generator operational checks and engine oil level checks. SSgt Gibbs motored both engines without incident and then called Pope Ground Control for engine run clearance. Upon receiving clearance, he started the number one engine without incident and noted all indications were normal to include the operation of the engine driven generator. During the attempted start of the number two engine, A1C Stangle observed flames in the tail pipe and immediately instructed SSgt Gibbs to motor the engine to extinguish the fire. While motoring

A1C Nathan Stangle, A1C Larisa Dahlke, SSgt Wayne Gibbs, TSgt James W. Murray III, 23rd Aircraft Maint. Sqdn., 23rd Fighter Group, Pope AFB, North Carolina

the engine, SSgt Gibbs alertly declared a ground emergency and notified the Fire Department through ground control. While waiting for the emergency response team, SSgt Gibbs continued to execute emergency procedures. When the flames had not subsided after 1 1/2 minutes of motoring, A1C Stangle discharged a fire extinguisher down the engine intake while SSgt Gibbs continued to motor for a total of 3 minutes. When the flight line expediter, TSgt Murray, observed fuel burning in the tail pipe, he immediately responded to assist A1C Stangle by discharging a second fire bottle into the exhaust. Simultaneously, A1C Dahlke repositioned a third fire bottle and discharged it down the intake in an effort to smother the flames. The fire department promptly arrived on scene and took over fire fighting duties to extinguish the remaining flames without further mishap. The quick and decisive actions of these maintainers averted a possible catastrophic engine fire. Without their prompt and skillful actions, this incident could have resulted in a loss of life or a valuable combat aircraft.



Ground Safety Award of Distinction

SrA Kavanaugh is a true professional that consistently epitomizes "Safety First" in every aspect of his work. In the month of February he proposed, planned, and spearheaded a field training exercise encompassing the deployment and activation of two AN/TRC-170 Microwave Radio Terminals. SrA Kavanaugh directed the inventory and mobilization of 14 tons of tactical communications equipment and support items. This included prior coordination with the 32 CCS Power Production work center for preparation, transportation, and operation of tactical power generator systems. He also developed a convoy schedule covering details such as vehicle registration numbers, vehicle order, driver assignments, show time, departure time, and planned travel routes. SrA Kavanaugh personally checked each convoy vehicle to ensure 100 percent safety compliance, proper attachment of towed loads, and safe securing of cargo. He then contacted the 32 CCS Quality Assurance office to request an inspection of the convoy. Prior to departure, he delivered a thorough safety briefing covering the safe operation of tactical vehicles/towed loads, personnel protective equipment, safe following distances, "hot brake" checks, and travel routes

and final destination. SrA Kavanaugh's careful planning and attention to detail resulted in zero vehicle mishaps or personnel injuries for 5 vehicles, 4 towed loads, and 15 personnel. Upon arrival at the training site, SrA Kavanaugh confirmed the safe/complete arrival of his entire team and delivered another safety briefing that included safe setup procedures, proper lifting techniques, and personnel protective equipment. His team set up 2 communications vans, 4 microwave antennas, a tent, and exterior lighting. During the week-long exercise, SrA Kavanaugh directed and oversaw in-depth equipment training for all personnel. In addition, he seized the opportunity to provide tactical generator training for five recently assigned technicians. At the conclusion of the training exercise, SrA Kavanaugh supervised the deactivation, tear down, and redeployment of the entire site. He provided personnel with appropriate safety briefings prior to deactivation and convoy departure. Again, no mishaps or injuries were experienced — a direct result of SrA Kavanaugh's preparation and supervision. The entire field training exercise was a tremendous success; even more so, due to the fact that no personnel were injured and no equipment was damaged, ensuring these critical resources are available to complete their mission of delivering combat communications — "Anytime, Anywhere!"



SrA Terence Kavanaugh, 32nd Combat Communications Sqdn., 3rd Combat Communications Group, Tinker AFB, Oklahoma

Pilot Safety Award of Distinction

Maj Carter stepped as #3 of a four ship of F-15Cs to fly a LOWAT requal mission. Due to a gear retraction failure on takeoff, he elected to stay in the radar pattern to burn down fuel prior to landing while the flight lead pressed with the rest of the formation on the briefed mission. While on radar downwind, and with the gear down and locked, Maj Carter entered IMC conditions with associated airframe and engine icing. At this time both his primary and standby airspeed indicators went to zero due to a pitot probe heat failure. The weather had rapidly degraded below VFR minimums, so Maj

Carter declared an emergency and started to coordinate a rejoin with another aircraft while simultaneously climbing through 23,000' of solid weather using known pitch, power, and Angle of Attack settings. During the climb he was faced with degraded aircraft handling qualities as the Roll CAS dropped off line several times and the Pitch Ratio was scheduling incorrectly due to erroneous inputs from the failed pitot probe. Once in clear airspace he was able to rejoin with another aircraft who led him back through the weather to a flawless straight-in approach and landing. Maj Carter's superb instrument flying skills, extensive systems knowledge and smart decision making allowed him to safely recover a severely crippled aircraft and preserve a valuable combat asset.



Maj Bret A. Carter, 1st Operations Support Sqdn., 1st Fighter Wing, Langley AFB, Virginia